

EXTRA STRONG ROPE AND BLOCKS TO HANDLE MACHINERY.

We carry in stock a special 4-strand rope 3/4 and 1/2 inches in circumference manufactured to our order. This rope is 25 per cent stronger than ordinary 3-strand cordage.

We also carry extra strong blocks, fitted with metaline or roller bushings. Plantation managers will be furnished with any information in reference to equipment for handling heavy weights, by our manager, Captain C. J. Campbell.

A full stock of well-boring rope. Wire rope of all descriptions and blocks and other equipment for the same.

Steam plow rope, guaranteed to be the best in the world.

Special wire and Manila ropes manufactured to order.

A full line of paints, oils and varnishes of superior quality, especially manufactured to withstand the action of sea air.

Lanterns and lamps for ships' use, and a full stock of general ship chandlery.

WILDER'S STEAMSHIP CO.,
SHIP CHANDLERY DEPARTMENT.
Captain C. J. CAMPBELL, Mgr.

ATTENTION ELKS!

'ELK HEAD WHISKY'

We are the Sole Agents for this brand of Whisky, and can recommend it to all Connoisseurs.

We also handle
BASS'S ALE AND STOUT.
RAIMIER BEER AND CALIFORNIA WINES.

GOMES & McTIGHE
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FRESH EVERY DAY

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G. Q. YEE HOP & CO.,
PROPRIETORS.

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"Arabic"
WHEN ON, LOOKS LIKE SNOW.

ROOF WORK



ROOFS WHITENED
And has the same cooling effect, but is everlasting.

COOLS FIFTEEN DEGREES.

California Feed Co.
AGENTS

PANORAMA VIEWS
OF THE PALL, HARBOR, CITY, PUNCHBOWL, ETC.,
Taken by.....

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144 Beretania St., are for sale at Wall, Nichols Co.

TO HORSEOWNERS.

HORSES BROKEN TO HARNESS and gaited to trot or pace. Apply C. H. Judd, Waikiki Stables. 5917

PIANOS & ORGANS
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Prof. W. E. SHARP.
Leave orders at Thrum's Bookstore, Phone Main 30.

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GROCERIES, FISH, CALIFORNIA FRUITS.
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SHIRT WAIST HAT
Can be Seen at
MISS N. F. HAWLEY'S
210-211 Boston Building.

NEWS OF THE WATERFRONT

Handsome New Boat for Quarantine Service.

THE Federal quarantine service of Honolulu is to have the finest rowboat ever placed in Hawaiian waters. It will be launched next Saturday afternoon by its builder, Chas. D. Walker, and placed in commission at once. It will not only be the largest but will by far be the handsomest, easiest and most comfortable rowboat made use of permanently in Honolulu harbor. The boat is now in the finishing touches, and upon being christened by Dr. E. L. Cofer, the Federal quarantine surgeon here, will be used for carrying sick persons from Army transports, warships, ocean liners and all other vessels coming to port, to the end of the quarantine wharf. It is designed to carry four persons on stretchers or fifteen or twenty patients who are able to sit up. It will either be rowed or towed, no provision being made at all to carry sail, and will not go beyond the mouth of the channel. It is of the whaleboat type, but more graceful looking. It is 28 feet 6 inches over all, 6 feet 6 inches beam and 2 feet 6 inches depth. It is built of white cedar planking to the wash streak, the latter being of Spanish cedar; the upper washboard is also of Spanish cedar and carved in conventional designs. The seats are of white ash; gratings, white ash and teak; copper fastenings; framework of oak; knees or seat braces, native hoo wood. It will row six oars, the rowlocks being of brass of handsome design. The stretchers are arranged to be carried by the use of clamps gripping the rails on each side, thus keeping the stretchers suspended above the seats. The rowboat is provided with seats running around the inside of the rail in addition to the rowing seats. On the bow and stern will be conventional carving filled in with gold leaf. The backboard at the stern will be of mahogany. A Japanese is now engaged in carving upon it, in bas relief, a spread eagle, flanked on one side by the American flag and on the other by the insignia of the Marine Hospital Service. The rudder attachments are novel, being patents of Mr. Walker. The rudder is shipped on a brass rod, the whole operation taking place above water, and not permitting of the same to become detached from the rod. An awning will be stretched over the entire length of the boat. The boat will be painted white to the washboard, which will be varnished. It is now on exhibition at the Walker boat works on King street.

Wilder and Inter-Island Consolidation.

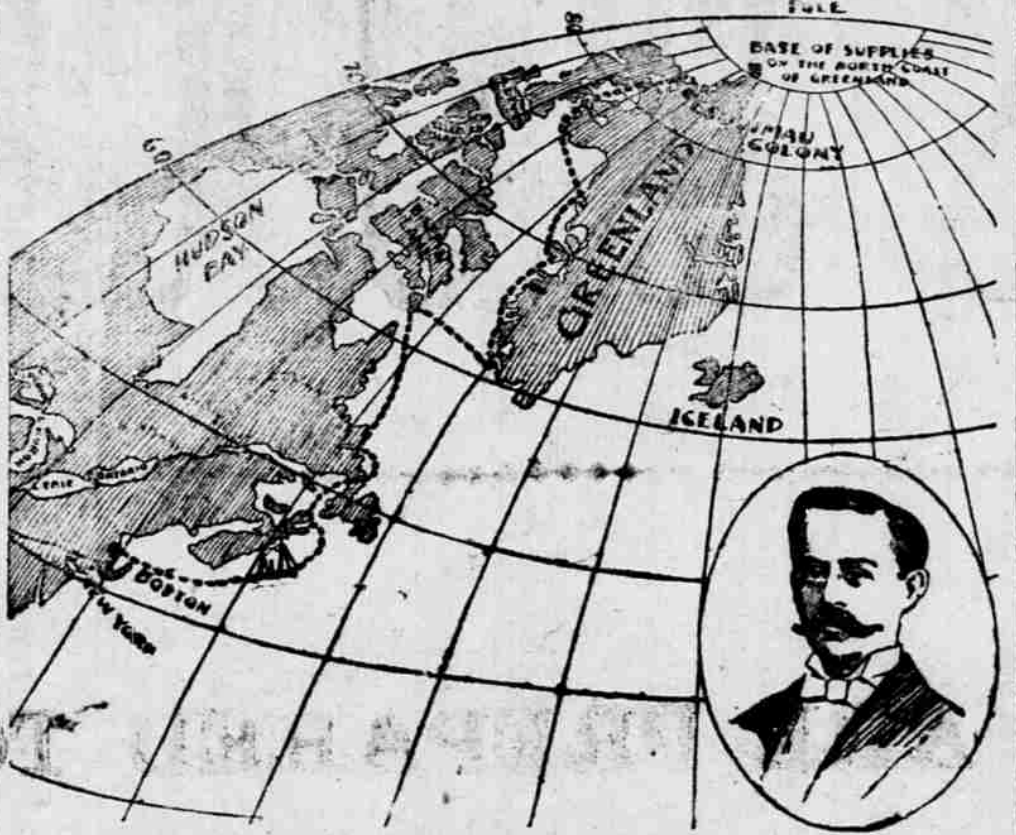
Wilder's Steamship Company and the Inter-Island Steam Navigation Company may become one corporation if an agreement can be reached between the stockholders of the two companies. Both companies have come to the conclusion that there is business enough for only one company with economy as the basis for operating a line of steamers to every Island in the group. Both companies, through their presidents, claim that the operating expenses are too heavy, and that profits are correspondingly at a minimum. The expense of maintaining one office for both companies, it is contended by the officers of the two companies, would compensate for the combination of interests by giving profits more in keeping with the amount of business done by all the steamers of the two fleets. Of the proposed consolidation, Mr. McLean of the Inter-Island Company, said the directors had as yet taken no official cognizance, but the matter had been discussed by the stockholders in connection with stockholders in the latter company expresses himself as favorable to the consolidation, and states that it is the only way by which the stockholders of both companies would realize any profits. He says that the expense of running are so heavy that very little profit is being made. John Eha and Mr. Wright, representing the steamer companies, have had a conference over the matter, but are not yet ready to make any definite statements as to just what propositions will be laid before the stockholders. The Wilder Company operates vessels taking in Molokai, Maui and Hawaii, while the Inter-Island Company takes in the islands of Kauai and Niihau, directing the most of its attention to the latter islands.

Perilous Voyage for Defender.

With her rudder partly unshipped held in place by chains fastened to stanchions in front of the after cabin, the schooner Defender will make an attempt to sail to the Sound without necessary repairs being made. The schooner was driven on July 2, Hanalei, Kauai, on July 2, and narrowly escaped having her hull smashed in. During a storm the schooner dragged her anchors, and it was only by passing a bow line to the wharf and working the winches to the utmost, that the vessel was got away from her perilous position into deep water. Her short contact with the rocks, however, almost ruined the rudder and after holding it to the socket with chains the vessel was brought to this port without further incident. Since discharging her cargo of lime here she has had no opportunity of going on the ways, and unless she can do so today, will leave for the Sound. The crew has faith in the schooner, however, and do not view the coming voyage with trepidation. The rudder is held in place, and only some unforeseen accident could displace it.

Booked for the China.

The S. S. China which sails from Honolulu on or about August 27, for San Francisco, will carry a number of Honoluluans. Already the following persons have booked for passage: Mrs. A. H. Judd, Miss H. S. Judd, Miss A. E. Judd, C. G. Judd, G. P. Judd, H. F. Damon, Edward Perry, Bruce Cartwright, W. R. Castle, A. L. Castle, Minna Ahrens, Ruth Richardson, F. F. Hedemann, J. C. Hedemann, A. F. Afong, Mrs. Dillingham and daughter, Harold Dillingham, Judge and Mrs. Frear, J. S. McCandless, Richard W. Rice, Miss M. E. Sturgeon, Harold W. Rice, Miss O. Douglas, H. N. Rice, E. P. Dole, F. B. Vrooman, Mr. Chamberlain, wife and two children.



WHERE IS LIEUTENANT PEARY?
In July, 1897, Lieutenant Peary started on his latest quest of the North Pole. He calculated on five years for the trip. The map shows the route he expected to take. In August, 1900, Mrs. Peary and her daughter sailed on the Windward with a party which went to join Lieutenant Peary on his return journey. Nothing has been heard from Peary since March, 1900, nor from the Windward since she left Sidney, Cape Breton. The relief expedition which recently started to search for both the Windward and Peary is under the command of Herbert L. Bridgman, secretary of the Peary Arctic club.

Meet Again After Thirty Years.

Captain Ludwig Sorenson, of the schooner F. M. Slade, now lying outside the harbor, met his older brother, Frederick, on Queen street last Wednesday. For thirty-one years all trace of Frederick had been lost by members of his family. Frederick shipped for a voyage in 1870 from Aarhus, Denmark, for England, at the age of sixteen years. He was bidden farewell by his brothers and family, and from that time until Wednesday last no member of the family knew of his whereabouts. He never wrote home. Captain Sorenson was in Wilder's ship chandlery when he saw a man go past who looked much like his brother. He hailed him, and in a few minutes the two brothers had established their identities. Frederick said he was known under the name of Sanderson, but for what reason is not told. The long-lost brother was taken to a photographer's, and the picture will be sent back to the home which has not known him for thirty-one years. Capt. Sorenson and his brother will now sail in the same ship.

Where Wharf Rats Sleep.

The wharf rats are obtaining all the comforts of home by fits and starts. They have arrived at the hammock stage, and will probably be content with it for some time unless the police make them decide upon a change. Between the Naval dock and the wharf, there is a gate which is usually swung back open against a shed. Between the gate and the shed the wharf rats have swung two hammocks, made of rope ends, and there they take their afternoon siesta by turns. The hammocks are ingeniously made, and are quite comfortable. Outside of the clothes they wear on their backs, a bucket or two and the hammocks, the wharf rats have little in the way of wardrobes or household furniture. Yesterday afternoon a youngster who had no hammock climbed up a distance of about twelve feet above the ground, cuddled up on a triangular piece of board and went to sleep as if in the downiest of feather beds. It was a dangerous position, but he was evidently used to it.

Shipping Notes.

Wilder's wharf is piled high with sugar awaiting shipment to the coast. The schooner Sehomo took on a big load of sugar at Wilder's wharf yesterday.

The German bark Werral, bound from Bremen for this port, was out 142 days yesterday.

The naval transport Solace arrived at Cavite July 19, and sailed for Guam July 23. She is expected here next Wednesday or Thursday of next week.

About 100 Japanese left for their native land in the Coptic yesterday. The little brown men have made enough money while here to make life easy for them in the empire.

The American schooner O. M. Kellogg, commanded by Captain Iverson, arrived yesterday from Eureka, with a cargo of redwood. The schooner Serena Thayer, which left Eureka four days ahead of the Kellogg, is expected hourly.

A cargo of 8,100 bags of sugar was brought from Hawaii in the Helene yesterday. The purser makes the following report of sugar remaining on the Big Island: K. M. S., 2,400 bags; V. K., 700 bags; Diamond W., 1,100 bags; G. & R., 250 bags; total, 4,450 bags. The following mills have shut down: Kilauea, Kealia, Hanamauli and Lihue.

Late naval orders relative to the naval transport Solace, due here next week, from Manila, are as follows: Lieut. James E. Palmer, detached from U. S. S. Vicksburg, ordered to Solace; Paymaster Robert H. Orr and Paymaster's Clerk Ansey H. Robinette, ordered to Solace; Warrant Marshal A. T. Ferdiual, detached from Solace to Cavite Station.

The ship J. B. Thomas, which discharged her cargo of coal here upon orders of the board of survey, will probably get away for the Sound today. The Nokomis, which brought lumber for Allen & Robinson, will also sail for the coast. The schooner Defender will sail for the Sound if she cannot go on the ways immediately, to repair her rudder.

The harbor is rapidly approaching the stage when it can be called empty. Vessels are shipping away daily for the Sound and San Francisco, and few are entering. The Railway Mail wharf is deserted save for three vessels which are discharging coal. Several of the craft are ready to sail today, and more will be ready Monday. The sugar sea-

NOTICE OF SALE.

BY ORDER OF MESSRS. THEO. H. DAVIES & CO., LTD., mortgagees under that certain mortgage dated July 1, 1898, made by George McDougall, William McDougall and George W. McDougall, doing business at Kailua, in the island of Hawaii, under the firm name and style of George McDougall & Sons, and recorded in the Registry of Conveyances in Honolulu, in liber 180, on pages 321 to 324, and by the consent of said mortgagors, and of all parties in interest, I will offer for sale at public auction at my salesrooms, Queen street, Honolulu, on the 24th day of August, A. D. 1901, at 12 o'clock noon, all of the property situated in the district of North Kona, in the Hawaiian Territory of Hawaii, known as the McDougall Ranch and Coffee Plantation, containing an area of — acres more or less, described as follows, to wit:

1. All of those certain pieces or parcels of land situate at Kailua and Honokahau (2), Island of Hawaii, aforesaid, and more particularly described as follows:

1. The ahupuaa of Hienakoli 2d, and being apana 5, of L. C. A. 7716, and conveyed by deed dated July 21, 1895, from Charles R. Bishop and Samuel M. Damon to George McDougall, of record in said registry in liber 94, on page 214, containing an area of about 200 acres.

2. All of that land situate at Papakohi, Honokahau 2, containing 60.50 acres, and more particularly described in Royal Patent (grant) No. 2458, to George McDougall, issued August 30, 1899.

Together with all and singular the easements, tenements, hereditaments and appurtenances unto the same belonging or in any wise appertaining.

The above two pieces being subject to a certain mortgage dated March 2, 1897, from George McDougall to the estate of W. C. Lunaillo, deceased, for the sum of two thousand dollars, with interest at 7 per cent per annum, of record in said registry in liber 170, page 29.

And also all of those certain indentures of lease and land in North Kona, Island of Hawaii, aforesaid, viz:

1. That certain indenture of lease from Liliuokalani to George McDougall of the land known as Keahuolu, described in L. C. A. 3452, R. P. 6851, dated the 31st of March, 1892, of record in said registry in liber 134, on pages 463-465. Area, about 4,071 acres. \$900 per annum to March 31, 1912; \$700 per annum to March 31, 1922.

2. That certain indenture of lease from Francis Spencer to George McDougall of the land known as Honokahauiki, dated January 6, 1897, of record in said registry in liber 169, on pages 24-25. About 500 acres. \$300 per annum to January 6, 1912; \$400 per annum to January 6, 1927.

3. That certain indenture of lease from the trustees under the will of Bernice Pauahi Bishop to George McDougall of the land known as Puua 1st, together with fishing rights, dated May 2, 1897, of record in said registry in liber 103, on pages 325-327. About 859 acres. \$100 per annum to May 2, 1902.

4. That certain indenture of lease from Mrs. Kau Keawealani to George McDougall and Sons of homestead lots 10 and 20, in Kealahou, dated March 1, 1896, of record in said registry in liber 161, on pages 233-239, containing an area of 45.91 acres, more or less. — per annum to March 1, 1911.

Together with all buildings and improvements made upon or put up and erected upon the land in said leases named and described, also all coffee trees growing thereon, the area of said coffee lands being as follows:

About 150 acres of planted coffee. About 50 acres of wild coffee. And also, all of the herd of cattle belonging to said mortgagors running at large in said North Kona, numbering about 400 head, more or less.

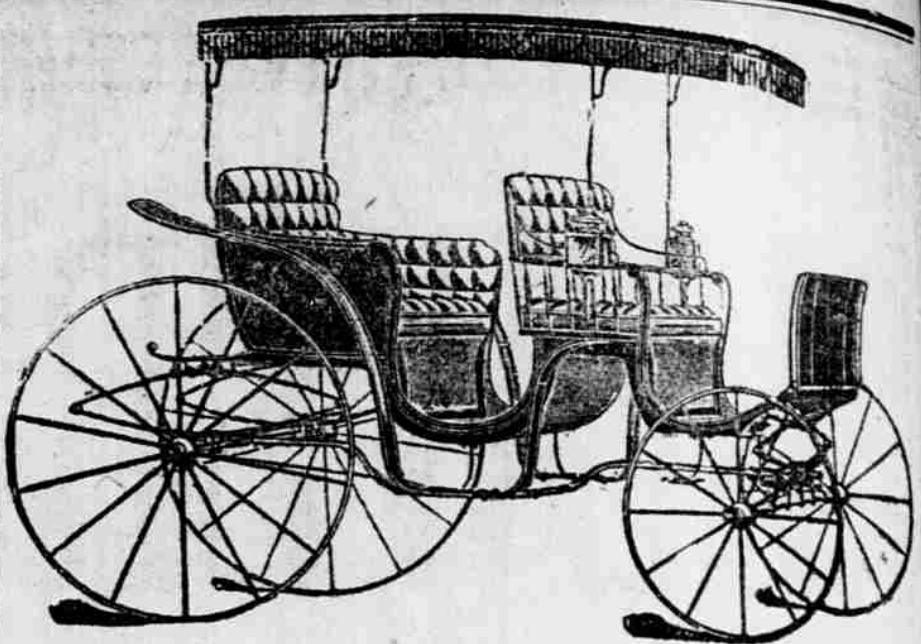
JAMES F. MORGAN, Auctioneer.

TERMS—Cash, United States gold coin. Deeds at expense of purchaser.

For further particulars, apply to Hatch & Stillman, attorneys for mortgagor, or to Messrs. Theo. H. Davies & Co., Ltd.

Dated Honolulu, July 18, 1901. 6419-2300

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RIVER STREET.
Painting, Blacksmithing and Trimming A Specialty.
ALL ORDERS PROMPTLY ATTENDED TO.
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We have now to announce that our stock is ready for display and we invite anyone desiring a carriage to call.

We have several styles never shown before in Honolulu. Our Vehicles and prices are the best.

We are always glad to show our stock and it will bear the closest inspection.

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